

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

CB09D

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SILVERTON CODE# 061-72522

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 13 / 99

CONTACT: DAVID M. EMERICK, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL demerick@cds-assoc.com

PROJECT NAME: STEWART ROAD DRAINAGE IMPROVEMENTS

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☒ 2. City
☐ 3. Township
☐ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$465,600.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 582,000.00 FUNDING REQUESTED: \$ 465,600.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 465,600.00 LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

(Check Only 1)

- ☒ State Capital Improvement Program
☐ Local Transportation Improvements Program
☐ Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1	PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)	TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:	\$ <u> .00</u>	<u> </u>
	Preliminary Design	\$ <u> .00</u>	
	Final Design	\$ <u> .00</u>	
	Bidding	\$ <u> .00</u>	
	Construction Phase	\$ <u> .00</u>	
	Additional Engineering Services *Identify services and costs below.	\$ <u> .00</u>	<u> </u>
b.)	Acquisition Expenses:		
	Land and/or Right-of-Way	\$ <u> .00</u>	<u> </u>
c.)	Construction Costs:	\$ <u> 529,598.00</u>	<u> </u>
d.)	Equipment Purchased Directly:	\$ <u> .00</u>	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ <u> .00</u>	
f.)	Construction Contingencies:	\$ <u> 52,402.00</u>	
g.)	TOTAL ESTIMATED COSTS:	\$ <u> 582,000.00</u>	

*List Additional Engineering Services here:
Service:

Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>.00</u>	<u> </u>
b.) Local Revenues	\$ <u>58,200.00</u>	<u>10%</u>
c.) Other Public Revenues	\$ <u>.00</u>	<u> </u>
ODOT	\$ <u>.00</u>	<u> </u>
Rural Development	\$ <u>.00</u>	<u> </u>
OEPA	\$ <u>.00</u>	<u> </u>
OWDA	\$ <u>.00</u>	<u> </u>
CDBG	\$ <u>.00</u>	<u> </u>
OTHER <u>MRF (2000)</u>	\$ <u>58,200.00</u>	<u>10%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>116,400.00</u>	<u>20%</u>
d.) OPWC Funds		
1. Grant	\$ <u>465,600.00</u>	<u>80%</u>
2. Loan	\$ <u>.00</u>	<u> </u>
3. Loan Assistance	\$ <u>.00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>465,600.00</u>	<u>80%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>582,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____
Local Planning Agency (LPA) _____
State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: STEWART ROAD DRAINAGE IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Stewart Road, in the City of Silverton, from 3150 ft. south of the I-71 northbound off ramp to 850 ft. north of the I-71 southbound on-ramp (7800 LF), Hamilton County, Ohio. No work will be performed within the I-71 limited access right of way limits. (4125 LF)

PROJECT ZIP CODE: 45236

B: PROJECT COMPONENTS:

Provide a substantially new storm drainage system per January 1994 plans developed by CDS Associates, Inc. for Hamilton County.

Replace most existing inlets with CB-3 catch basins with vane grates. Add inlets, catch basins, and storm conduit where necessary to provide proper drainage capacity. At all existing CB-3 catch basins install vane grates and rebuild tops.

Provide I-2A-12 or I-2A-20 inlets where the spread of the stormwater runoff is a problem along the street.

Replace or abandon all existing inadequate storm conduit. Clean remaining existing storm conduits. Replace any broken or cracked conduits. Extend all conduits westward to the Duck Creek. Provide erosion protection at all outlets.

Remove and replace curb and gutters for the entire length of the project at a raised elevation to control storm water flow and direct it to inlets.

Replace 48" culvert headwall north of I-71 & install bollard trash rack. Provide grouted rock channel protection at 9'x12' concrete box outlet. At 14'x10' box culvert, improve channel upstream by relocating existing rock channel protection onto outer banks. Provide grouted rock channel protection at outlet to help stop scouring. Provide guardrail at this location to protect cars.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Stewart road is an arterial, which feeds commuting traffic onto I-71. The existing pavement outside the I-71 right of way is two lanes and has a total width of 30 ft from back of curb to back of curb. Stewart Road has been overlaid recently with no milling of the existing asphalt. The total project length is 3150 ft. south of I-71 and 850 ft. north of I-71.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

The Average Daily Traffic (ADT) on Stewart Road north of the ramp to I-71 southbound was 10,500 vehicles per 1991, Hamilton County machine count.

Road or Bridge: Current ADT 10,500 Year: 1991 Projected ADT: _____ Year: 2000

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 582,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>01 / 31 / 00</u>	<u>06 / 30 / 00</u>
4.2 Bid Advertisement and Award:	<u>11 / 01 / 00</u>	<u>11 / 30 / 00</u>
4.3 Construction:	<u>12 / 15 / 00</u>	<u>06 / 30 / 01</u>
4.4 Right-of-Way/Land Acquisition:	<u>06 / 01 / 00</u>	<u>11 / 17 / 00</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Mr. David Waltz
TITLE Municipal Administrator
STREET City of Silverton
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936-6240
FAX (513) 936-6247
E-MAIL _____

5.2 CHIEF FINANCIAL

OFFICER Mr. Mark Quarry
TITLE Clerk
6860 Plainfield Road
CITY/ZIP City of Silverton, Ohio 45236
PHONE (513) 936-6240
FAX (513) 936-6247
E-MAIL _____

5.3 PROJECT MANAGER

TITLE Mr. David M. Emerick, P.E.
STREET City Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL demerick@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.

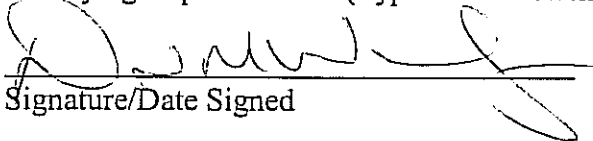
7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

David Waltz, Municipal Administrator

Certifying Representative (Type or Print Name and Title)


Signature/Date Signed

9-16-99

CDS Associates, Inc.

PROJECT: Stewart Road Drainage Improvements

DATE: 09/13/99

City of Silverton, Ohio

PROJECT: 99014-04

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	201	CLEARING AND GRUBBING	1	L.S.	\$10,000.00	\$10,000.00
2	202	PIPE REMOVED - 24" AND UNDER	119	L.F.	\$10.00	\$1,190.00
3	202	CONDUIT TO BE ABANDONED PER PLAN	883	L.F.	\$5.00	\$4,415.00
4	202	DRIVEWAY PAVEMENT REMOVED	1,101	S.Y.	\$18.00	\$19,819.80
5	202	CONCRETE WALK REMOVED	47	S.F.	\$2.25	\$105.75
6	202	CURB & GUTTER REMOVED	6,409	L.F.	\$4.00	\$25,636.00
7	202	CATCH BASIN OR INLET REMOVED	19	EA.	\$325.00	\$6,175.00
8	202	MANHOLE ABANDONED	3	EA.	\$200.00	\$600.00
9	202	FENCE REMOVED FOR REUSE OR STORAGE	462	L.F.	\$2.50	\$1,155.00
10	202	WOOD TIE WALL REMOVED	178	L.F.	\$10.00	\$1,780.00
11	253	PAVEMENT REPAIR (TRENCHES)	600	S.Y.	\$40.00	\$24,000.00
12	304	AGGREGATE BASE (6" @ DRIVES)	179	C.Y.	\$50.00	\$8,961.00
13	404	ASPHALT CONCRETE (FOR DRIVEWAY)	552	S.Y.	\$13.50	\$7,449.30

CDS Associates, Inc.

PROJECT: Stewart Road Drainage Improvements

DATE: 09/13/99

City of Silverton, Ohio

PROJECT: 99014-04

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
14	410	TRAFFIC COMPACTED SURFACE	9	C.Y.	\$50.00	\$427.50
15	452	7" PORTLAND CEMENT CONCRETE (DRIVE APRONS)	4,590	S.F.	\$5.50	\$25,245.00
16	601	RIP RAP, GROUTED IN PLACE	31	S.Y.	\$75.00	\$2,347.50
17	601	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER FABRIC	2	C.Y.	\$75.00	\$138.75
18	601	ROCK CHANNEL PROTECTION, TYPE A WITHOUT FILTER	181	C.Y.	\$75.00	\$13,575.00
19	601	PLACE	7	C.Y.	\$75.00	\$525.00
20	603	12" CONDUIT, TYPE B WITH LOW STRENGTH MORTAR BACKFILL	809	L.F.	\$55.00	\$44,495.00
21	603	12" CONDUIT, TYPE C	197	L.F.	\$45.00	\$8,865.00
22	603	15" CONDUIT, TYPE B WITH LOW STRENGTH MORTAR BACKFILL	462	L.F.	\$55.00	\$25,410.00
23	603	18" CONDUIT, TYPE B WITH LOW STRENGTH MORTAR BACKFILL	239	L.F.	\$60.00	\$14,340.00
24	603	24" CONDUIT, TYPE B WITH LOW STRENGTH MORTAR BACKFILL	242	L.F.	\$65.00	\$15,730.00
25	603	30" CONDUIT, TYPE C	159	L.F.	\$65.00	\$10,335.00
26	603	48" CONDUIT, TYPE C	8	L.F.	\$100.00	\$800.00

CDS Associates, Inc.

PROJECT: Stewart Road Drainage Improvements
City of Silverton, Ohio

DATE: 09/13/99
PROJECT: 99014-04

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
27	604	MANHOLE, TYPE MH-3	3	EA.	\$2,000.00	\$6,000.00
28	604	MANHOLE, TYPE MH-3 (W/ FLAT SLAB TOP)	1	EA.	\$2,000.00	\$2,000.00
29	604	TOP BURIED)	1	EA.	\$200.00	\$200.00
30	604	CATCH BASIN, CB - 3 W/ VANE GRATES	11	EA.	\$1,300.00	\$14,300.00
31	604	CATCH BASIN, CB - 3M W/ VANE GRATES	3	EA.	\$1,300.00	\$3,900.00
32	604	CATCH BASIN, CB - 3MH W/ VANE GRATES	1	EA.	\$1,500.00	\$1,500.00
33	604	CATCH BASIN, CB - 3M MODIFIED PER PLAN	3	EA.	\$1,500.00	\$4,500.00
34	604	HEADWALL STD NO HW-4B FOR 30" CONDUIT	1	EA.	\$3,000.00	\$3,000.00
35	604	HEADWALL STD NO HW-3 FOR 48" CONDUIT	1	EA.	\$4,000.00	\$4,000.00
36	SPL	BOLLARD TRASH CATCHER PER PLAN	1	L.S.	\$7,500.00	\$7,500.00
37	604	CATCH BASIN STD CB-2-2-A	1	EA.	\$1,200.00	\$1,200.00
38	604	CATCH BASIN STD CB-2-2-B	2	EA.	\$1,200.00	\$2,400.00
39	604	CATCH BASIN STD CB-2-2-B (W/ HEAVY DUTY GRATE)	1	EA.	\$1,300.00	\$1,300.00

CDS Associates, Inc.

PROJECT: Stewart Road Drainage Improvements

DATE: 09/13/99

City of Silverton, Ohio

PROJECT: 99014-04

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
40	604	CATCH BASIN STD 4B-12	1	EA.	\$3,000.00	\$3,000.00
41	604	INLET STD I-2A-12	3	EA.	\$3,000.00	\$9,000.00
42	604	INLET STD I-2A-20	2	EA.	\$4,000.00	\$8,000.00
43	604	CATCH BASIN, CB-3 (REBUILD TOP)	5	EA.	\$600.00	\$3,000.00
44	604	NEW CASTING, CB - 3 (VANE GRATES)	5	EA.	\$300.00	\$1,500.00
45	606	GUARDRAIL, TYPE 5	202	L.F.	\$15.00	\$3,030.00
46	606	ANCHOR ASSEMBLY, TYPE B	2	EA.	\$1,100.00	\$2,200.00
47	607	FENCE TYPE CL (REUSE EXISTING FABRIC)	92	L.F.	\$12.00	\$1,104.00
48	608	5" CONCRETE WALK	47	S.F.	\$6.00	\$282.00
49	609	CURB, TYPE 6	41	L.F.	\$15.00	\$615.00
50	609	COMBINATION CURB AND GUTTER TYPE 2	6,409	L.F.	\$15.00	\$96,135.00
51	SPL	DOWNSPOUT REMOVAL AND REPLACEMENT PER PLAN	49	L.F.	\$35.00	\$1,715.00
52	614	MAINTENANCE OF TRAFFIC	1	L.S.	\$20,000.00	\$20,000.00

PROJECT: Stewart Road Drainage Improvements
City of Silverton, Ohio

[illegible]

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO
ADJUSTMENT UPON COMPLETION OF DETAILED PLANS AND RECEIPT
OF BIDS BY QUALIFIED CONTRACTORS.

David M. Emerick, P.E.
CITY ENGINEER. #E53264



The City of
Silverton

6860 PLAINFIELD ROAD
SILVERTON, OHIO 45236

BUSINESS: 513-936-6240
FAX: 513-936-6247

September 16, 1999

Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

To Whom It May Concern:

This is to certify that the City of Silverton has \$58,200.00 in the street maintenance fund for our portion of the Stewart Road Drainage Improvement Project.

Sincerely,

Mark J. Quarry

Mark J. Quarry
Clerk

MJQ/js

**A RESOLUTION AUTHORIZING THE MUNICIPAL ADMINISTRATOR
TO SUBMIT APPLICATION TO
AND TO ENTER INTO CONTRACT
WITH THE OHIO PUBLIC WORKS COMMISSION
FOR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS**

BE IT RESOLVED by the Council of the City of Silverton, Ohio, four (4) members elected thereto concurring:

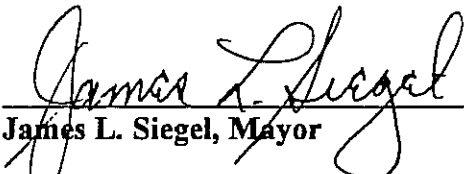
Section I. That the Municipal Administrator is hereby authorized to submit to the Ohio Public Works Commission application for 2000 SCIP funding of the following project:

Stewart Road Drainage Improvements

Section II. The Municipal Administrator is further authorized to enter into contract with the Ohio Public Works Commission for the funding of the aforesaid project should SCIP funding be provided for this project.

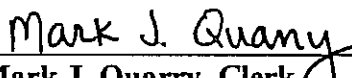
Section III. This Resolution shall take effect and be in force after the earliest period allowable by law.

PASSED this 16th day of September, 1999.



James L. Siegel, Mayor

Attest:



Mark J. Quarry, Clerk



David M. Waltz, Municipal Administrator

Approved as to form:



Mark A. Vander Laan, Solicitor

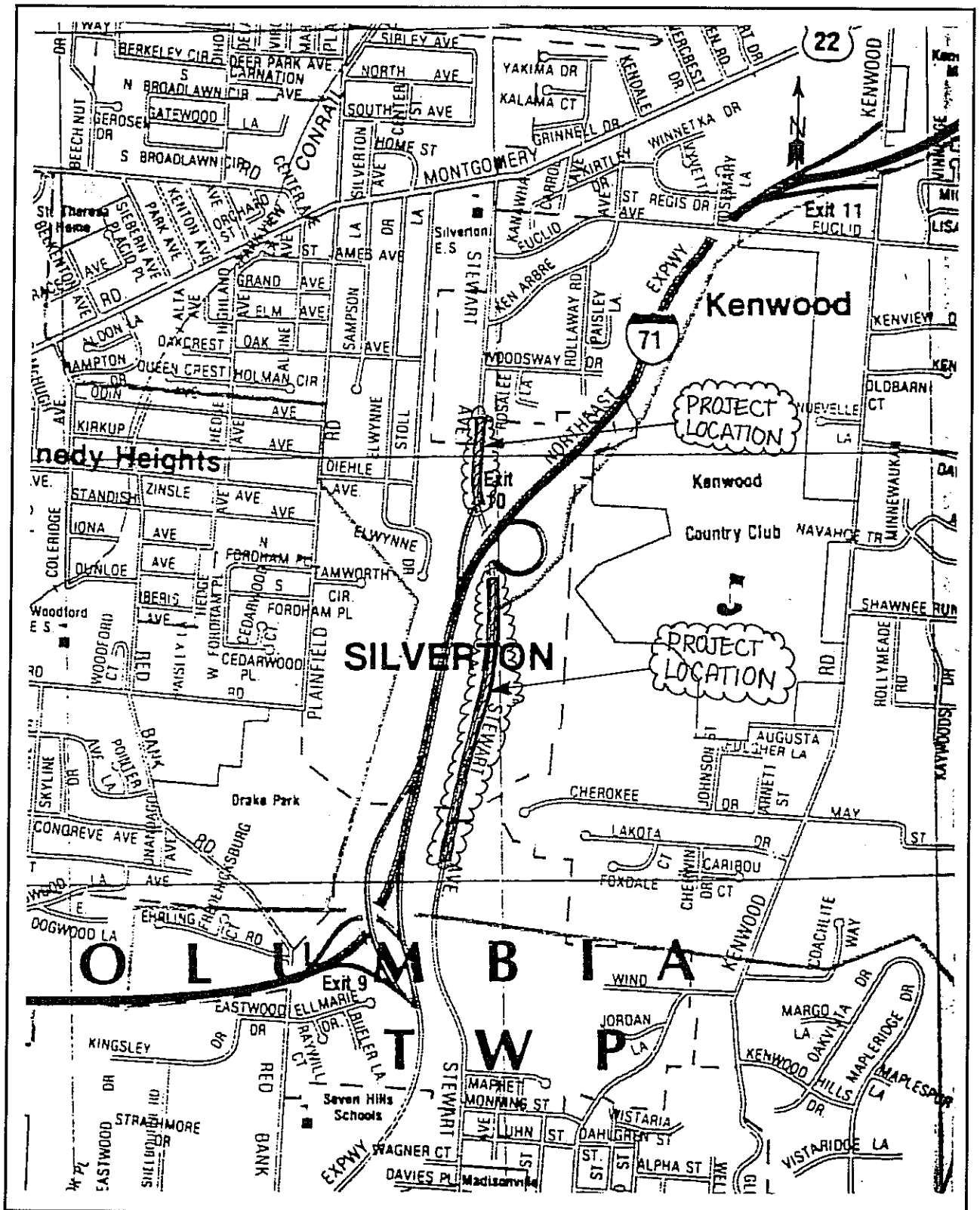
Posted on Bulletin Board: 9-17-99

I, Clerk of the City of Silverton, Ohio, certify that on the 16th day of September, 1999 the foregoing Resolution was published pursuant to Article XIII, Section 2 of the Charter of the City of Silverton, Ohio by posting true copies of said Resolution at all of the places of public notice.

Mark J. Quarry
Mark J. Quarry, Clerk

I, Clerk of the City of Silverton, Ohio, certify that the attached is a true and correct copy of Resolution No. 322," A RESOLUTION AUTHORIZING THE MUNICIPAL ADMINISTRATOR TO SUBMIT APPLICATION TO, AND TO ENTER INTO CONTRACT WITH THE OHIO PUBLIC WORKS COMMISSION FOR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS", passed on the 16th day of September, 1999.

Mark J. Quarry
Mark J. Quarry, Clerk



Vicinity Map
Stewart Rd. Improvements
98014-04

RESULTING EMPLOYMENT OPPORTUNITIES

- A. **Temporary Employment:** It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. **Full-time Employment:** It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: Use one form for each project.
 Assign priority to projects.
 The application cost estimate shall be prepared: By the Municipality's
 Engineer or a Registered Engineer of the Municipality's choosing.
 Submit before August 6.

- (1) Municipality City of Silverton
- (2) Road Name Stewart Road Stormwater Improvements
- (3) Project Limits 1,150' north of centerline of I-71 to south corporation line
- (4) Project Priority (1) 2000
- (5) Present Roadway Data:
- (a) Pav't. Width 31' - 60' (b) R/W Width 60' average (c) Curb Type Rolled
- (d) Type Surface Asphalt overlay (e) Type Base Concrete (f) Shldr. Type None
- (g) Shldr. Width N/A (h) Year Last Resurfaced 1997
- (6) Present condition of project area: List deficiencies and reasons for improvement.
 (See attached sheet)
- (7) Project description or statement of work to be done: Include width and type of new
 pavement and other project particulars.
 (See attached sheet)
- (8) Traffic Data: (a) Present Volume 10,600 VPD (b) Date of Count 1991
- (9) Cost Estimate:
- When engineering plans are necessary, list the following costs:
- | | |
|---|------------------------|
| (a) Preparation of preliminary plans & estimates, etc. | \$ <u>2,500.00</u> |
| (b) Preparation of final plans & estimates, etc. | \$ <u>50,000.00</u> |
| Construction Cost Estimate (1) | \$ <u>600,000.00</u> |
| Other Costs (specify) | \$ <u>N/A</u> |
| Total Project Cost for which application to MRF is made | \$ <u>112,500.00 *</u> |
- (10) Estimated date construction can be started after approval August 2000
- (11) Estimated date construction can be started if not funded 100% from Municipal Road Fund
 Unknown.
- (12) Cost Estimate Prepared By: David M. Emerick, P.E. Date: 7/23/99
- (13) Application Prepared By: CDS Associates, Inc. Date: 7/23/99

* Represents engineering and a 10% construction match
A SCIP Application will be submitted for construction cost

(6) Present condition of project area: List deficiencies and reasons for improvement.

The existing storm sewers are in failed condition and are non-functional. The roadway has been overlaid several times with no milling. Very little curb remains to control stormwater. The existing inlet structures are non-functional; the pavement has been overlaid to an elevation near the top of the inlet openings. The inlets are obsolete with walls crumbling and some broken outlet pipes. The existing storm sewers consist of deteriorated clay pipe with many misaligned, leaky joints. Many of the storm sewer pipes are clogged with rocks and debris. Most storm sewer outlet headwalls do not extend to the creek (about 200ft. west of Stewart) and have been filled in. The areas behind the curbs are heavily eroded and adjacent properties are experiencing flooding and damage to their property from rapidly flowing stormwater.

The stormwater tributary of Stewart Road extends ½ mile to the east (up the hill and two-thirds of the way to Kenwood Rd.) and a mile to the north all the way to Montgomery Rd. All of the runoff areas must cross Stewart Road to reach the Duck Creek about 200ft. to the west. During heavy rains, the runoff from a 45 acre drainage area washes rock down the ditchline adjacent to the northbound I-71 off ramp and clogs the inlets at Stewart Road. The stormwater runoff then overflows onto Stewart Road and travels down the road uncollected. Periodically, stormwater flows deep enough on Stewart Road to require lane closures. The rocks and debris must be cleaned off the road after all storms. Stormwater flows from these area have caused severe erosion problems at the edges of Stewart Road.

North of I-71 a stone headwall (48" diameter conduit) is buckling and separating. Branches and debris are continually blocking the inlet end of this conduit, which crosses Stewart Road. Maintenance crews must periodically clear branches from bends in the conduit.

Erosion has developed at the outlet end of the 9'x12' concrete box culvert located south of I-71.

A scour hole approximately 50' in diameter and at least 10' deep has developed at the outlet end of the 10'x14' box culvert located south of I-71. The foundation has been undermined. The concrete is spalled and the top slab of the box leaks water. The upstream channel bank is eroded and there is no parapet or guardrail to protect vehicles from dropping over the end of the culvert.

(7) Project description or statement of work to be done: Include width and type of new pavement and other project particulars.

Provide a substantially new storm drainage system per January 1994 plans developed by CDS Associates, Inc. for Hamilton County.

Replace most existing inlets with CB-3 and CB-3M catch basins with vane grates. Add additional inlets, catch basins, and storm conduit where necessary to provide proper drainage capacity. At all existing CB-3 catch basins install vane grates and rebuild tops.

Provide I-2A-12 or I-2A-20 inlets where the spread of the stormwater runoff is a problem along the street.

Replace or abandon all existing inadequate storm conduit. Clean remaining existing storm conduits. Replace any broken or cracked conduits. Extend all headwalls westward to the Duck Creek. Provide erosion protection at all outlets.

Remove and replace existing Type 2 curb and gutter for the entire length of the project at a raised elevation to provide proper storm water control.

Replace 48" culvert headwall north of I-71 & install bollard trash rack.

Provide grouted rock channel protection at 9'x12' concrete box outlet.

At 14'x10 box culvert, improve channel upstream by relocating existing rock channel protection onto outer banks. Provide grouted rock channel protection at outlet to help stop scouring. Provide guardrail at this location to protect cars.

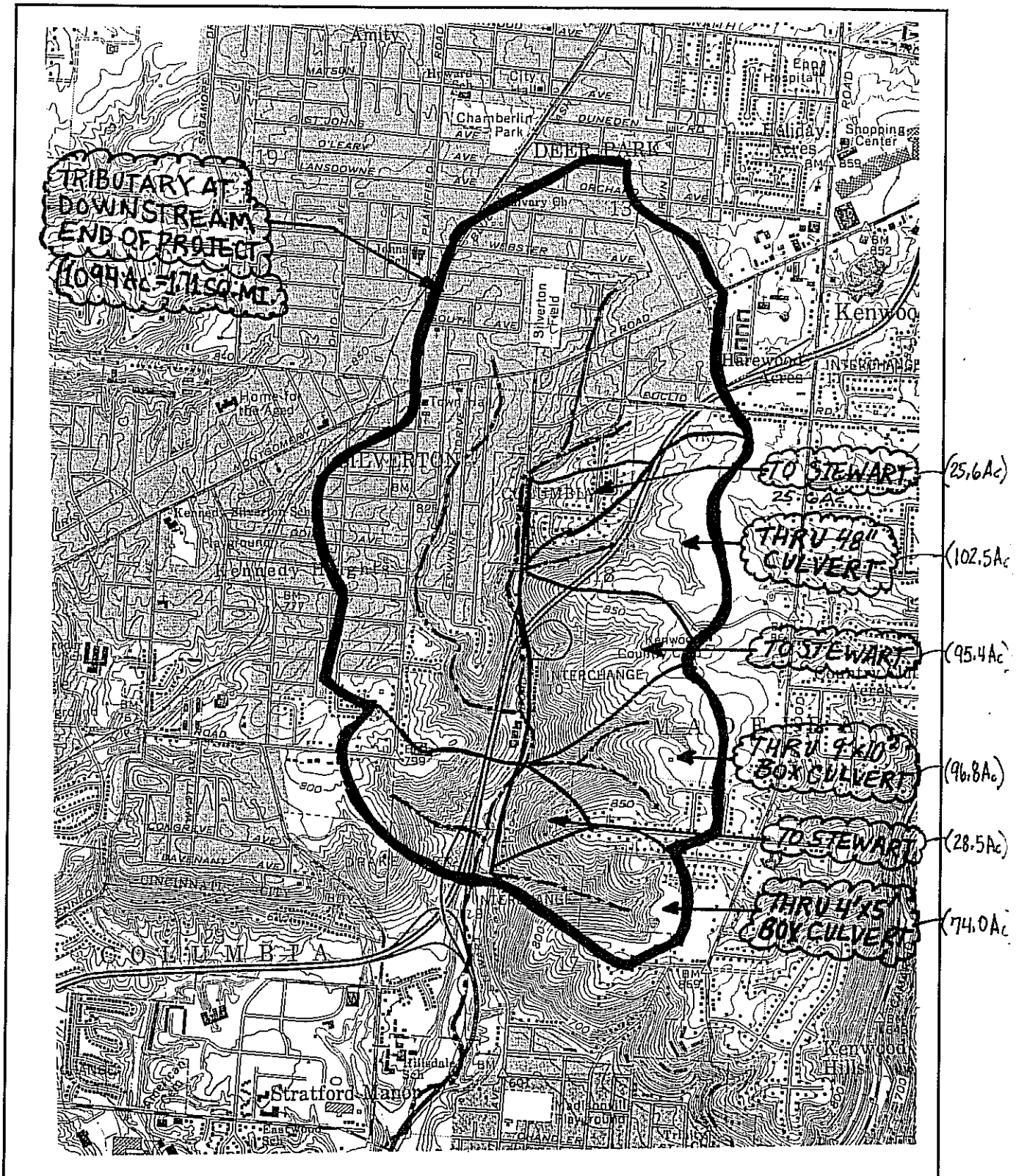
TRAFFIC CERTIFICATION STATEMENT

This is to certify that the 24-hour traffic volume has been obtained from the 1991 OKI Regional Traffic Count Directory. This was a machine count conducted by Hamilton County.

David R. Emery
SIGNATURE DATE

1991 OKI REGIONAL TRAFFIC COUNT DIRECTORY
HAMILTON COUNTY

Location	City/Village	ADT	Year	Sta. Type
SPRINGDALE RD E OF PIPPIN RD		8100	1991	4
SPRINGDALE RD N OF BLUE ROCK CONNECTOR		7400	1991	4
SPRINGDALE RD S OF BLUE ROCK CONNECTOR		8800	1991	4
SPRINGDALE RD W OF LAKE FOREST CIRCLE		2700	1991	5
SPRINGDALE RD W OF MILL RD		6600	1991	4
SPRINGDALE RD W OF MILL RD		6800	1991	5
SPRINGDALE RD W OF PIPPIN RD		10100	1991	4
ST LAWRENCE AVE W OF RUTLEDGE AVE	CINCINNATI	3300	1991	6
ST LAWRENCE AVE W OF RUTLEDGE AVE	CINCINNATI	2900	1991	6
ST VINCENT RD W OF KENWOOD RD		2200	1991	4
STANLEY AVE N OF KELLOGG AVE (US-52)	CINCINNATI	6100	1991	6
STATE AVE N OF ERNEST AVE	CINCINNATI	8700	1991	3
STATE RD E OF FIVE MILE RD		8300	1991	4
STATE RD W OF FIVE MILE RD		5700	1991	4
STATE ST S OF WESTERN HILLS VIADUCT	CINCINNATI	6100	1991	3
STEPHENS RD E OF INDIANA STATE LINE		1000	1991	5
STEPHENS RD W OF LAWRENCEBURG RD		1400	1991	5
STEWART RD N OF RAMP TO I-71 SB		10500	1991	5
STEWART RD S OF EUCLID AVE		8700	1991	5
STEWART RD S OF KENABRE RD		10600	1991	5
STEWART RD S OF MONTGOMERY RD (US-22-3)		9300	1991	5
STRIMPLE RD N OF HARRISON RD		500	1991	5
STRIMPLE RD N OF HARRISON RD		400	1991	3
STRIMPLE RD W OF MT HOPE RD		200	1991	5
STRUBLE RD E OF PIPPIN RD		4100	1991	4
STRUBLE RD E OF POTTINGER RD		6100	1991	4
STRUBLE RD W OF BURLINGTON RD		1200	1991	5
STRUBLE RD W OF PIPPIN RD		5800	1991	4
STRUBLE RD W OF POTTINGER RD		5900	1991	4
SUMMIT RD E OF EDMONT RD		7300	1991	5
SUMMIT RD E OF READING RD (US-42)	CINCINNATI	4700	1991	6
SUMMIT RD S OF SECTION RD		12500	1991	5
SUMMIT RD W OF READING RD (US-42)	CINCINNATI	3800	1991	6
SUSPENSION BRIDGE RD E OF LAWRENCEBURG RD		3300	1991	3
SUSPENSION BRIDGE RD E OF LAWRENCEBURG RD		3400	1991	5
SUSPENSION BRIDGE RD W OF KILBY RD		3600	1991	5
SUTTON RD N OF KELLOGG AVE		4700	1991	4
SUTTON RD N OF SALEM RD		8000	1991	4
SUTTON RD N OF WAYSIDE AVE	CINCINNATI	9700	1991	6
SUTTON RD S OF SALEM RD		7100	1991	4
SUTTON RD S OF WAYSIDE AVE	CINCINNATI	9100	1991	6
SYCAMORE ST N OF CENTRAL PKWY (US-42)	CINCINNATI	7700	1991	6
SYCAMORE ST N OF THIRD ST	CINCINNATI	6900	1991	6
SYLVED RD N OF MUDDY CREEK RD		8700	1991	4
SYLVED RD N OF SIDNEY RD		4900	1991	4
SYLVED RD S OF MUDDY CREEK RD		6000	1991	4
SYLVED RD S OF SIDNEY RD		3300	1991	4
TAYLOR RD W OF BRIDGETOWN RD (SR-264)		3700	1991	2
THIRD ST W OF BROADWAY	CINCINNATI	11100	1991	6
THIRD ST W OF MAIN ST	CINCINNATI	9000	1991	6



Drainage Area Map (1"=2000')
Stewart Rd. Improvements
98014-04

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

- 1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed	_____	Poor	<u>X</u>
			(many sections of existing storm sewers are non-functional)
Fair	_____	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

See attached "Nature of the Deficiency of the Present Facility".

- 2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

6 weeks months (Circle one)

Are preliminary plans or engineering completed?

Yes No

Are detailed construction plans completed?

Yes No

Are all right-of-way and easements acquired? *

Yes No N/A

* Please answer the following if applicable:

No. of parcels needed for project: 13 of these, how many are Takes 0
10 Temporary Construction Easements, Permanent 3 Storm Sewer Easements.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired.

Are all utility coordinations completed

Yes No N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

6 weeks months

Right-of-way Status:

The easement acquisition process will commence on this project after detailed design.

Establishment plats have already been completed showing the required easements.

- 3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

See attached "Health and Safety"

- 4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ % ODOT _____ % Local X 10 %
MRF X 10% OWDA _____ % CDBG _____ %

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

- 5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____

(specify)

No Ban X

Will the ban be removed after the project is completed?

Yes _____

No _____

- 6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 10,500 x 1.20 = 12,600 users / day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

- 7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X No _____

- 8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

See attached.

- 9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

N/A

How will the proposed project alleviate serious traffic problems or hazards?

Storm sewer system improvements will alleviate the erosion of shoulders and build up of stones and debris on the roadway after storms.

10) Will the proposed project generate user fees or assessments?

Yes _____ No X

If yes, what user fees and/or assessments will be utilized?

11) How will the proposed project enhance economic growth? (Please be specific)

Alleviation of heavy uncontrolled storm water flows and associated erosion of property adjacent to Stewart Road will allow Silverton to maintain the roadway better and promote retention of businesses in the corridor.

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

Residents are subject to the Hamilton County \$5.00 License Tax Fee

'Nature of the deficiency of the present facility':

The existing storm sewers are in failed condition and are non-functional. Many inlets are collapsed or plugged. The roadway has been overlaid several times with no milling. The pavement surface elevation is near the top of some window inlets. Very little curb remains to control stormwater. The inlets are obsolete with walls crumbling and some broken outlet pipes. The existing storm sewers consist of deteriorated clay pipe with many misaligned, leaky joints. Many of the storm sewer pipes are clogged with rocks and debris. Most storm sewer outlets do not extend to the Duck Creek (about 200 ft. west of Stewart) and have been filled over. The areas behind the curbs are heavily eroded and adjacent properties are experiencing storm water inundation and damage to their property from rapidly flowing stormwater.

During heavy rains, the runoff from a 45 acre drainage area washes rock down the ditch line adjacent to the northbound I-71 off ramp and clogs the inlets at Stewart Road. A massive amount of stormwater runoff then overflows onto Stewart Road and travels down the road uncollected, carrying with it rocks and debris.

North of I-71 a stone headwall (48" diameter conduit) is buckling and separating. Branches and debris are continually blocking the inlet end of this conduit, which crosses Stewart Road. Maintenance crews must periodically clear branches from this entrance and from bends in the conduit.

Erosion has developed at the outlet end of the 9'x12' concrete box culvert located south of I-71. A scour hole approximately 50' in diameter and at least 10' deep has also developed at the outlet end of the 10'x14' box culvert located south of I-71. The foundation has been undermined. The concrete is spalled and the top slab of the box leaks water. The upstream channel bank is eroded and there is no parapet or guardrail to protect vehicles from dropping over the end of the culvert.

Due to inlet capacity problems, stormwater over tops curbs north of I-71, inundating a house located south of the BP Station.

Health and Safety:

Periodically, stormwater flows deep enough on Stewart Road to require lane closures in order to protect motorist safety. After most storms, the rocks and debris that accumulate on the road must be cleaned off before the road can be reopened to the homes and businesses in the area. High stormwater flows from these areas have caused severe erosion problems and rutting along the edges of the road. Standing water after storms in these areas also causes health risks to nearby residences and businesses. The amount of road closures and high stormwater negatively impact business welfare and development in the area. Heavy, uncontrolled stormwater flows onto adjacent properties and flood the businesses all along Stewart Road, causing property damage including erosion of yards, pavements, and water in lower floors of homes and businesses.

There are problems with existing sanitary sewer overflows. This effluent combines with the largely uncontrolled stormwater flows, which inundate the adjacent properties creating health hazards.

Regional Significance:

Stewart Road is an arterial, which feeds downtown commuting traffic onto I-71. It serves a regional traffic base, including the Cities of Silverton and Madeira, Columbia Township, Sycamore Township (Kenwood), and Madisonville within the City of Cincinnati. It feeds traffic to regional attractions such as the Kenwood Town Center, Kenwood Mall, and many other retail centers and businesses in this highly commercialized area.

The tributary area of the Duck Creek at the downstream end of the project is approximately 1100 Acres or 1.71sq mi. This area extends 2 mi. northward, just past Montgomery Road, $\frac{3}{4}$ mi. west to Ohio Avenue, and $\frac{3}{4}$ mi. east, two-thirds of the distance to Kenwood Road. The storm sewer system on Stewart Road must collect approximately 150 Acres of runoff. Another 273 Acres of runoff must cross under Stewart Road through three different culverts.

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: CITY OF SILVERTON

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

<u>Priority</u>	<u>Name of Project (as listed on the application)</u>
1	<u>STEWART ROAD DRAINAGE IMPROVEMENTS</u>
2	<hr/>
3	<hr/>
4	<hr/>
5	<hr/>

**SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001**

NAME OF APPLICANT: City of Silverton

NAME OF PROJECT: Stewart Rd. Drainage Improvements

SCIP

FIELD SCORE: 337

APPEAL SCORE: _____

FINAL SCORE: _____

LTIP

FIELD SCORE: 284

APPEAL SCORE: _____

FINAL SCORE: _____

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

SCIP 17 X 5 = 85

LTIP 17 X 1 = 17

- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 20 X 1 = 20

LTIP 20 X 4 = 80

- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 25 X 1 = 250

LTIP 15 X 0 = 0

- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75

LTIP 25 X 1 = 25

- 5) Will the completed project generate user fees or assessments?
- | | | | | | | |
|---------|------|-----------|---|----------|---|-----------|
| 10 – No | SCIP | <u>10</u> | X | <u>5</u> | = | <u>50</u> |
| 0 – Yes | LTIP | <u>10</u> | X | <u>0</u> | = | <u>0</u> |

- 6) Economic Growth – How the completed project will enhance economic growth (See definitions).

- | | | | | | | |
|---|------|----------|---|----------|---|-----------|
| 10 – The project will <u>directly</u> secure <u>significant</u> new employers | SCIP | <u>3</u> | X | <u>0</u> | = | <u>0</u> |
| 7 – The project will <u>directly</u> secure new employers | LTIP | <u>3</u> | X | <u>4</u> | = | <u>12</u> |
| 5 – The project will secure new employers | | | | | | |
| 3 – The project will permit more development | | | | | | |
| 0 – The project will not impact development | | | | | | |

- 7) Matching Funds - LOCAL

- | | | | | | | |
|---|------|----------|---|----------|---|-----------|
| 10 – This project is a loan or credit enhancement | SCIP | <u>4</u> | X | <u>5</u> | = | <u>20</u> |
| 10 – 50% or higher | LTIP | <u>4</u> | X | <u>1</u> | = | <u>4</u> |
| 8 – 40% to 49.99% | | | | | | |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| 2 – 10% to 19.99% | | | | | | |
| 0 – Less than 10% | | | | | | |

- 8) Matching Funds - OTHER

- | | | | | | | |
|--------------------|------|----------|---|----------|---|-----------|
| 10 – 50% or higher | SCIP | <u>2</u> | X | <u>2</u> | = | <u>4</u> |
| 8 – 40% to 49.99% | LTIP | <u>2</u> | X | <u>5</u> | = | <u>10</u> |
| 6 – 30% to 39.99% | | | | | | |
| 4 – 20% to 29.99% | | | | | | |
| 2 – 10% to 19.99% | | | | | | |
| 1 – 1% to 9.99% | | | | | | |
| 0 – Less than 1% | | | | | | |

- 9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

- | | | | | | | |
|---|------|----------|---|-----------|---|-----------|
| 10 – Project design is for future demand. | SCIP | <u>6</u> | X | <u>0</u> | = | <u>0</u> |
| 8 – Project design is for partial future demand. | LTIP | <u>6</u> | X | <u>10</u> | = | <u>60</u> |
| 6 – Project design is for current demand. | | | | | | |
| 4 – Project design is for minimal increase in capacity. | | | | | | |
| 2 – Project design is for no increase in capacity. | | | | | | |

- 10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

SCIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>
LTIP	<u>5</u>	X	<u>5</u>	=	<u>25</u>

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

- 11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

10 - Major impact

$$\text{SCIP} \quad \underline{6} \times \underline{0} = \underline{0}$$

8 -

6 - Moderate impact

$$\text{LTIP} \quad \underline{6} \times \underline{1} = \underline{6}$$

4 -

2 - Minimal or no impact

- 12) What is the overall economic health of the jurisdiction?

10 Points

$$\text{SCIP} \quad \underline{8} \times \underline{2} = \underline{16}$$

8 Points

6 Points

$$\text{LTIP} \quad \underline{8} \times \underline{0} = \underline{0}$$

4 Points

2 Points

- 13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

$$\text{SCIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

8 - 80% reduction in legal load or 4 wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

$$\text{LTIP} \quad \underline{0} \times \underline{2} = \underline{0}$$

0 - Less than 20% reduction in legal load

- 14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

$$\text{SCIP} \quad \underline{6} \times \underline{2} = \underline{12}$$

8 - 12,000 to 15,999

6 - 8,000 to 11,999

$$\text{LTIP} \quad \underline{6} \times \underline{5} = \underline{30}$$

4 - 4,000 to 7,999

2 - 3,999 and under

- 15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide certification of which fees have been enacted.)

5 - Two or more of the above

$$\text{SCIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

3 - One of the above

0 - None of the above

$$\text{LTIP} \quad \underline{3} \times \underline{5} = \underline{15}$$

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (*Documentation required.*)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction shall submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). *The applying jurisdiction must submit documentation.*

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users x design year factor = projected users

<u>Design Year</u>	<u>Design year factor</u>		
	<u>Urban</u>	<u>Suburban</u>	<u>Rural</u>
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.